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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR

REPORT

SUBJECT Economic Services of the Moscow-Ryazan Railroad

DATE DISTR. 18 February 1959

NO. PAGES 1

REFERENCES

DATE OF INFO.

PLACE &amp; DATE ACQ.

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report, on the workings of the metal supply section of the office of economic services for the Moscow-Ryazan railroad trunk line

This report included details on the financial arrangements and other aspects of this office.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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COUNTRY: USSR (Moscow oblast)

REPORT

SUBJECT: Economic Services of the  
Moscow-Ryazana Railroad

WRITTEN UP: 15 September 1958

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In 1956 this office was allotted 12,000,000 rubles to cover its annual plan.

If this sum of money had not been spent in the space of a year, the remainder was to be deducted from the following year's allotment.

The income from the (truck) motor pool and the railroad agency and the railroad riveting shops made up for the annual output of 12,000,000 rubles, plus 2% profit.

Banking and insurance was handled by the Industrial Security Bank which made loans to the various agencies in the industry with the approbation of the

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corresponding Ministry.

Passenger insurance was available to those who wanted it

A special revision office was in charge of checking expenditures made in each

section. they kept track of money spent in concurrence with

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the annual plan, and attended to orders of materials from consumers.

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placed  
In accordance with these orders the supply office ~~XXXX~~ their orders with the manufacturer, careful to regulate supply and demand so as to avoid delays in filling orders. A record was kept of the exact amount of materials sent to the respective railroad agencies who used these materials, so that no one <sup>exceeding</sup> exceeded its quota of materials to the detriment of the others. However, this office was at liberty to regulate the quantities of shipments, sending more of one type to one consumer and less of another type to another, at their discretion.

There was no private enterprise in the USSR Railroad system.

In 1956 the prices of metals (rubles per kilogram) were as follows:

White metals: nickel- between 40 and 50

zinc - 50

duraluminum - 35

silver - 115

lead - 100

Yellow metals: copper - 100

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According to repair shop statistics, from 150 to 200 steam engines were repaired annually, and about 600 various type cars were repaired annually.

Freight train repairs were more frequent than repairs on passenger trains, but the latter were more costly.

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[redacted]  
[redacted]  
Supply centers [redacted] supplied railroad repair, construction,  
and maintenance centers with raw materials.

Once the railroad cars were put back into working order these centers sent the  
cars back where they came from, or where they were most needed.

Basic maintenance materials such as window glass, valves, electric devices,  
piping, and fixtures were sent to various reserve warehouses which kept materials  
on hand for light repairs.

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